

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: April 12, 2006 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: April 18, 2006 – Lake Ontario Room,
3rd Floor, Michigan Library and Historical Center, 11:00 AM

SUBCONTRACTS

1.	Albrecht Sand & Gravel Co.	Low Bid:	\$ 49,321.75
	3790 West Sanilac Road	Engineers Estimate:	\$ 50,108
	Snover, MI 48472	% Under/Over Est.:	- 1.6%

Description of Work: Cold Milling and Hot Mix Asphalt Paving

Approval is requested to authorize the Sanilac County Road Commission to award a subcontract for milling, asphalt paving, and painting of approximately 1,900 feet on M-46, from Dawson Street to Delaware Street, in the city of Sandusky, Sanilac County. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To improve the road condition by milling, asphalt paving, and painting along M-46 in the city of Sandusky, Sanilac County.

Benefit: Will provide for a reduction in annual maintenance costs and a safer driving surface for the public.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: The pavement is in need of repair to make the road smoother and safer for motorists. Further deterioration of the pavement surface will increase the costs of annual maintenance.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48472.

2.	Albrecht Sand & Gravel Co.	Low Bid:	\$ 289,959.25
	3790 West Sanilac Road	Engineers Estimate:	\$ 313,712.50
	Snover, MI 48472	% Under/Over Est.:	- 7.6%

Description of Work: Cold Milling and Hot Mix Asphalt Paving

Approval is requested to authorize the Sanilac County Road Commission to award a subcontract for asphalt paving, shoulder restoration, and pavement marking work on approximately four miles of M-46, from M-53 to Germania Road, in the city of Sandusky, Sanilac County. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To improve the road condition by performing asphalt paving, shoulder restoration, and pavement marking work on M-46 in the city of Sandusky, Sanilac County.

Benefit: Will provide for a reduction in annual maintenance costs and a safer driving surface for the public.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: The pavement is in need of repair to make the road smoother and safer for motorists. Further deterioration of the pavement surface will increase the cost of annual maintenance costs.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48472.

3.	R. L. Laurenz, Inc.	Low Bid:	\$ 56,500
	3385 South 7 Mile Road	Engineers Estimate:	\$ 100,000
	Wheeler, MI 48662	% Under/Over Est.:	- 43.5%

Description of Work: Removal of Sanitary Sludge

Approval is requested to authorize the Gratiot County Road Commission to award a subcontract for removal of sanitary sludge from existing abandoned lagoon cells at the closed Alma Rest Area on southbound US-127 in Gratiot County. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Removal of sanitary sludge from existing abandoned lagoon cells on southbound US-127 in Gratiot County.

Benefit: Removal of sludge will allow MDOT to meet the Michigan Department of Environmental Quality requirements for closed rest areas with abandoned lagoon cells.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: The lagoons are in need of sanitary sludge removal to make the rest area cleaner and safer for the public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48662.

4.	Porath Contracting, Inc. 960 South Harrison Road Houghton Lake, MI 48629	Engineer's Estimate:	\$108,138.35
		Low Bid:	\$115,155.00
		% Under/Over Est.	+ 6%

Description of Work: Intersection Improvement

Retroactive approval is requested for maintenance services subcontracted in FY 2005 by the Missaukee County Road Commission for intersection improvement of M-66 at Burkett Road and Stoney Corners Road in Riverside Township, Missaukee County. The Cadillac Transportation Service Center (TSC) issued a transportation work authorization to the Missaukee County Road Commission on March 5, 2005, to subcontract MDOT's portion of the work. This work was completed by the Missaukee County Road Commission, but through oversight, the subcontract paperwork was not completed and State Administrative Board approval was not obtained. Approval is now being sought to correct this error. The project was advertised, and five bids were received. The lowest bidder was selected. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Improvements to the intersection of M-66 at Burkett and Stoney Corners Roads, Riverside Township, Missaukee County.

Benefit: To provide a smoother and safer driving surface.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In case of necessity, extra work and overruns maybe authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: Improvements to the intersection will provide motorists with a smoother and safer driving surface.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48629.

CONTRACTS

5. HIGHWAYS (Real Estate) – Resolution “A” (Railroad Relinquishment of Easement)
Sale RR-021-R, Item 1, Control Section 316094, Parcel 8A

The subject property is located in the township of Torch Lake, Houghton County, Michigan, and contains approximately 1.40 acres. The easement rights previously granted to MDOT are no longer required for railroad purposes. The relinquishment was requested by the Keweenaw Antique Car Club, the current underlying fee owner. An appraisal of the relinquishment rights was completed because the value of the relinquishment exceeds the \$500 processing fee. The property was appraised by Steven Douglas, Real Estate Agent, Superior Region, on December 8, 2005, at \$5,600 and reviewed by Ronald Adams, Property Analyst, Excess Property Unit, Project Development Section, Real Estate Support Area, on January 4, 2006, at the amount of \$5,600. The appraised property was approved for relinquishment by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on January 4, 2006, for the amount of \$5,600. The property was not offered to the local municipalities because MDOT does not own the underlying fee. The property has been declared excess by the Bureau of Multi-Modal Transportation Services.

\$5,600

Purpose/Business Case: The purpose of railroad relinquishments is to dispose of state-owned railroad property by relinquishment to state agencies, local units of government, or private parties. The relinquishment of railroad property returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Releases of railroad easements and releases of reversionary interests are processed for an established fee of \$500. The fee may be waived if it is in the best interest of MDOT.

Risk Assessment: If railroad property is not relinquished, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49934.

6. HIGHWAYS (Real Estate) – Resolution “B” (Sale to Abutting Owner)
Tract 842, Control Section 39042, Parcel 50, Part R

The subject tract is located in the city of Kalamazoo, Kalamazoo County, Michigan, and contains approximately 3,090 square feet. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. The tract was appraised by Joel Francis, an independent fee appraiser, on September 1, 2005, at \$600 and reviewed by Dave Normand, Property Analyst, Southwest Region, on September 23, 2005, at the amount of \$600. The appraised tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on November 17, 2005, for the amount of \$600. Georgia-Pacific Corporation, one of the abutting owners, has obtained a waiver statement from the other abutting owner stating that the other abutting owner has no interest in purchasing the subject tract. Georgia-Pacific Corporation submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$600, which represents payment in full. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

\$600

Purpose/Business Case: The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49001.

7. HIGHWAYS (Real Estate) – Resolution “C” (Sale to Abutting Owner)
Tract 909, Control Section 57013, Parcel 51, Part A

The subject tract is located in the township of Forest, Missaukee County, Michigan, and contains approximately 3.42 acres. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. The tract was appraised by Janet Hartford, Property Analyst, North Region, on February 21, 2006, at \$5,700. The appraised tract was approved for sale by Craig Delaney, Region Real Estate Agent, North Region, on February 28, 2006, for the amount of \$5,700. The sole abutting owners, Robert and Wilma Cunningham, have submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$5,700, which represents payment in full. The tract was not offered to the local municipalities because the abutting owner has a vested right of access to M-66 over the subject tract. Selling the tract to anyone else would landlock the abutting owner. The property has been declared excess by the Bureau of Highways – Development.

\$5,700

*Denotes a non-standard contract/amendment

Purpose/Business Case: The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49651.

8. *HIGHWAYS – Renew/Extend, Increase Services and Amount

Amendatory Contract (99-0344/A6) between MDOT and Orchard, Hiltz & McCliment, Inc., will renew the contract and extend the contract term by approximately two years and eight months, will provide for the performance of additional design services, and will increase the contract amount by \$232,163.47. The additional services include geotechnical work needed because of changes in the final pavement design, the relocation of a changeable message sign, the revision of the legal description for Parcel 332, and increased depth for soil borings and additional soil borings needed because of unsuitable organic material recently discovered. The original contract, which expired on December 31, 2005, provided for the design of the reconstruction of I-75 from Featherstone Road to the M-24 connector in Oakland County (CS 63172 – JN various). The revised contract term will be from November 18, 1999, through December 31, 2005, and from the date of award of this amendment through December 31, 2008. No services will be performed outside the term of the contract. The revised contract amount will be \$2,278,130.15. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: Will provide for additional design services and renew and extend the contract term to allow for approximately two years and nine months of additional time. This design was completed in December 2005. MDOT has recently discovered unsuitable soil conditions on the project and needs to determine the extent of this organic material. The other changes are a result of the MDOT delay for the actual construction of this project.

Benefit: Addressing these issues during the design phase is more cost effective than addressing them during the construction phase.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not addressing these issues now will increase the cost of the project during construction, allowing the overall cost of the project to increase more than necessary.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48326.

9. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z8/R2) under Contract (2003-0265) between MDOT and Moore & Bruggink, Inc., will provide for the performance of additional full construction engineering services on M-21 (old) between the I-196 business loop (BL) and Black Creek, Ottawa County, and will increase the authorization amount by \$20,231.86. The additional services will include changes in traffic control, grade changes, and joint repairs. The original authorization provides for full construction engineering services to be performed for the M-21 (old) project in the area of the Grand Rapids Transportation Service Center (CS 70823 - JN 80010A). The authorization term remains unchanged, March 16, 2005, through May 7, 2006. The revised authorization amount will be \$123,085.30. The contract term is May 7, 2003, through May 7, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional full construction engineering services to be performed on M-21 (old) between the I-196 BL and Black Creek, Ottawa County. The additional services will require changes in traffic control, grade changes, and joint repairs.

Benefit: Will provide adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that all parts of the construction are up to current MDOT standards.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49464.

10. HIGHWAYS – IDS Engineering Services

Authorization (Z10) under Contract (2004-0410) between MDOT and Williams & Works, Inc., will provide for bridge design services to be performed for the reconstruction and rehabilitation of seven bridges (S22, S24, S26, S27, S28, S30, and S31) on I-96 in Wayne County (CS 82123 – JN 79529D). The work items will include deck replacements; thin epoxy overlay; deck patch work; shoulder widening; steel repairs; paint, pin, and hanger replacements; sidewalk repairs; substructure repairs; approach work, including curb and gutter and guardrail upgrades; and maintenance of traffic plans and provisions. The authorization will be in effect from the date of award through August 6, 2007. The authorization amount will be \$926,984.18. The contract term is August 6, 2004, through August 6, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for the reconstruction and rehabilitation of seven bridges on I-96 in Wayne County. The intent of this project is to preserve the life of the existing structures and to reconstruct the structures where repair options are not feasible.

Benefit: This project will enhance the safety of the public traveling on or beneath these structures.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Functional failure could result due to the poor elements on these structures, if not replaced now.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.
Zip Code: 48239.

11. HIGHWAYS – IDS Engineering Services

Authorization (Z11) under Contract (2004-0410) between MDOT and Williams & Works, Inc., will provide for bridge design services to be performed for the reconstruction and rehabilitation of three bridges (S23, S25-3, and S25-4) on I-96 in Wayne County (CS 82123 – JN 79530D). The work items will include deck replacements; thin epoxy overlay; deck patch work; shoulder widening; steel repairs; paint, pin, and hanger replacements; sidewalk repairs; substructure repairs; approach work, including curb and gutter and guardrail upgrades; and maintenance of traffic plans and provisions. The authorization will be in effect from the date of award through August 6, 2007. The authorization amount will be \$492,190.82. The contract term is August 6, 2004, through August 6, 2007. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for the reconstruction and rehabilitation of three bridges on I-96 in Wayne County. The intent of this project is to preserve the life of the existing structures and to reconstruct the structures where repair options are not feasible.

Benefit: This project will enhance the safety of the public traveling on or beneath these structures.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Functional failure could result due to the poor elements on these structures, if not replaced now.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48238.

12. HIGHWAYS - IDS Engineering Services

Authorization (Z7) under Contract (2005-0050) between MDOT and Surveying Solutions, Inc., will provide for the recovery of existing geodetic control monuments along routes in Wayne, Oakland, Macomb, and St. Clair Counties. The work items include differential leveling, coordination of underground utilities, and traffic control. The authorization will be in effect from the date of award through February 1, 2008. The authorization amount will be \$375,000. The contract term is February 1, 2005, through February 1, 2008. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business: To provide for design services to be performed for the recovery of existing geodetic control monuments along routes in Wayne, Oakland, Macomb, and St. Clair Counties. Differential leveling is one of the most expensive and labor intensive parts of surveying a highway job. Without proper leveling, the job cannot be constructed properly, and cost overruns are likely due to poor mapping results. Setting the marks within the four county area will allow us to observe the marks and position them relative to the National Spatial Reference System (NSRS).

Benefit: This project will improve vertical accuracy, improve project control benchmarks, and make the use of automated machine grading possible.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The unit price is fixed; however, the number of units for this work has been estimated.

Risk Assessment: Continued high costs of bringing benchmarks to projects and continued use of grade stakes on projects. Also, machine automation will not be possible and federal matching funds may be lost.

Cost Reduction: This project is low bid, lowest possible costs.

Selection: Qualifications-based/Low bid.
New Project Identification: This is not a new project.
Zip Code: 48909.

13. *HIGHWAYS - Novate, Additional Services, Increase Amount, and Time Extension
Amendatory Contract (2005-0175/A1) between MDOT, Tetra Tech MPS, and Tetra Tech of Michigan, P.C., will transfer the contract responsibilities from Tetra Tech MPS to Tetra Tech of Michigan, P.C., due to a name change, will provide for the performance of additional full construction engineering services, will increase the contract amount by \$337,264.87, and will extend the contract term by six months. The original contract provides for the performance of full construction engineering services for the reconstruction of I-96 from I-75 to Vernor Highway in the city of Detroit, Wayne County (CS 82194, 82124 - JN 60077A, 60147A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation and documentation of quantities, reporting and recordkeeping, and finaling all project documentation. The revised contract term will be April 25, 2005, through August 1, 2007. The revised contract amount will be \$1,399,999.27. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide funding for additional full construction engineering services, to extend the term, and to novate the contract. The need for additional services results from railroad coordination and utility delays within the railroad right-of-way, which are considered normal for a project of this size. The novation will transfer the contract responsibilities from Tetra Tech MPS to Tetra Tech of Michigan, P.C., due to a name change.

Benefit: Will provide adequate project administration, inspection, and testing, as required by federal law, which will result in a high-quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48216.

14. HIGHWAYS - Time Extension
Amendatory Contract (2005-0224/A1) between MDOT and B.B.F. Engineering Services, P.C., will extend the contract term by approximately six months. The additional time will allow the consultant to complete services already in progress and allow MDOT to complete a new selection process. The original contract provides for as-needed construction administration and office technician support on various projects in the Detroit Transportation Service Center service area. The revised contract term will be May 18, 2005, through November 18, 2006. The contract maximum amount remains unchanged at \$1,505,808.65. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the contract term by approximately six months. The additional time will allow the consultant to complete services already in progress and allow MDOT to complete a new selection process, which will result in a new contract.

Benefit: Will provide construction services required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to authorize this amendment could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48216.

15. HIGHWAYS - IDS Engineering Services

Authorization (Z8/R1) under Contract (2005-0483) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the performance of additional design services and will increase the authorization amount by \$92,747.33. The work items include soundwall extension, landscape design for a proposed detention basin, and pick up surveying on I-94 from west of 12th Street to east of Oakland Drive in Kalamazoo County. The original authorization provides for the performance of all work related to the design for the rehabilitation work at the I-94/US-131 interchange and the I-94/Oakland Drive interchange, Kalamazoo County (CS 39024 – JN 86055C). The authorization term remains unchanged, January 25, 2006, through October 4, 2008. The revised authorization amount will be \$263,454.95. The contract term is October 4, 2005, through October 4, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional design services, including extending soundwall, performing landscape design for a proposed detention basin, and performing pick up surveying on I-94 from west of 12th Street to east of Oakland Drive, Kalamazoo County.

Benefit: Authorizing this service will improve the pavement condition and the safety of the roadway. This project will also reduce the long-term maintenance costs for this area.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this service could result in continued deterioration of existing pavement and a poor ride for motorists. Also, the strategy to improve the existing system and meet the statewide condition goals would be in jeopardy.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49008.

16. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2006-0117) between MDOT and Fleis & Vandenbrink Engineering, Inc., will provide for as-needed inspection and testing services to be performed on various construction projects in the Muskegon Transportation Service Center (TSC) service area. The work items include project administration, inspection, staking, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through January 17, 2009. The authorization amount will be \$382,030.08. The contract term is January 18, 2006, through January 17, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed on various construction projects in the Muskegon TSC service area. The work items include project administration, inspection, staking, quality assurance testing, and preparation and documentation of project records.

Benefit: These construction inspection services are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this project could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49444.

17. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2006-0133) between MDOT and HNTB Michigan, Inc., will provide for as-needed inspection and testing services to be performed for the Jackson Transportation Service Center (TSC) service area. The work items include project administration, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through February 8, 2009. The authorization amount will be \$215,999.99. The contract term is February 9, 2006, through February 8, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for the Jackson TSC service area. The work items include project administration, quality assurance testing, and preparation and documentation of project records.

Benefit: Will provide for project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this project will result in the project not having adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49201.

18. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2006-0155) between MDOT and Wilcox Professional Services, LLC, will provide for as-needed traffic signal design engineering services to be performed on projects statewide (CS 84900 - JN 85690C). The work items include assisting in reviews of traffic signal plans and preparation of traffic signal letting proposals, including plans and specifications. The authorization will be in effect from the date of award through February 23, 2009. The authorization amount will be \$185,252.16. The contract term is February 24, 2006, through February 23, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for as-needed traffic signal design engineering services to be performed on projects statewide.

Benefit: Will provide design services for the preparation of traffic signal contract documents. These contracts will be let for construction of the traffic signals where needed.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without this service, MDOT will not be able to develop the traffic signal contract documents required to let the projects and construct the signals in a timely manner.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

19. *HIGHWAYS - Construction Engineering Services

Contract (2006-0239) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for the performance of as-needed construction administration, inspection, and testing services for various projects in western Wayne County. The work items include project administration, inspection, staking, quality assurance testing, and preparation and documentation of project records. The contract will be in effect from the date of award through July 31, 2007. The contract amount will be \$2,072,604.09. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for the performance of as-needed construction administration, inspection, and testing services for various projects in western Wayne County. The work items include project administration, inspection, staking, quality assurance testing, and preparation and documentation of project records.

Benefit: Will provide construction inspection services required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this contract could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

*Denotes a non-standard contract/amendment

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48180.

20. *HIGHWAYS - Pavement Management Survey

Contract (2006-0272) between MDOT and Pathway Services, Inc., will provide for the performance of surveying work and for the collection and processing of pavement condition information in various counties (CS 84900 - JN 848700). The work items will include continuous roadway digital images (synchronized right-of-way perspective images and pavement down view images), surface distress survey data, and transverse/longitudinal pavement profile measurements. The contract will be in effect from the date of award through April 4, 2010. The contract amount will be \$3,202,735. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

This contract was previously withdrawn from the April 4, 2006, State Administrative Board Agenda.

Purpose/Business Case: To provide for the performance of surveying work and for the collection and processing of network-wide pavement surface condition information in various counties. The data will be used for preservation strategy development, project development, and performance analysis. MDOT's 2007 network condition goals are based on remaining service life values that are created in part with this collected data. Beginning in 2006, right-of-way perspective images will be included in the data to support department-wide use of photolog software for various asset management purposes.

Benefit: The benefits of regularly measuring and analyzing detailed network pavement condition data include the ability to monitor and manage multiple characteristics of statewide pavements. This assists in decision-making related to network treatment strategy, project prioritization, treatment performance analysis, and new technology evaluation. Some of the data measurement is mandated by the FHWA's Highway Performance Monitoring System and is tied to receipt of federal funding. A proper pavement asset management approach requires access to current quantified measurement of the asset.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The proposed unit item costs are fixed, and the lane-mileage estimate upon which they are based is reliably static.

Risk Assessment: Failure to continue systematic, technology-based measurement of pavement condition may lead to the loss of federal funding and the loss of information and evidence with which to support pavement management decisions. Continued collection of pavement surface condition data is a fundamental element of an effective pavement management strategy.

Cost Reduction: Low bid by unit.

Selection: Qualifications-based/Low bid.

New Project Identification: This is not a new project.

Zip Code: 48909.

21. HIGHWAYS - IDS Engineering Services

Contract (2006-0284) between MDOT and Richard H. Kraft Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as-needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

22. HIGHWAYS - IDS Engineering Services
Contract (2006-0288) between MDOT and Access Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as-needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
23. HIGHWAYS - IDS Engineering Services
Contract (2006-0291) between MDOT and Consulting Engineering Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as-needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
24. HIGHWAYS - IDS Engineering Services
Contract (2006-0292) between MDOT and Corradino Group of Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as-needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
25. *HIGHWAYS – IDS Design Services for Local Agency Programs
Contract (2006-0293) between the MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for various design assistance services to cities, counties, and villages for which the consultant is prequalified to be performed on an as-needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$2,000,000, and the maximum amount of any authorization will be \$400,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
26. *HIGHWAYS – IDS Design Services for Local Agency Programs
Contract (2006-0294) between the MDOT and Wilcox Professional Services, LLC, will provide for various design assistance services to cities, counties, and villages for which the consultant is prequalified to be performed on an as-needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$2,000,000, and the maximum amount of any authorization will be \$400,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

27. *HIGHWAYS – IDS Design Services for Local Agency Programs
Contract (2006-0295) between the MDOT and Mead & Hunt, Inc., will provide for various design assistance services to cities, counties, and villages for which the consultant is prequalified to be performed on an as-needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$2,000,000, and the maximum amount of any authorization will be \$400,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
28. *MACKINAC BRIDGE AUTHORITY - Fiber Optic Cable Facilities License
Contract (2006-0270) between the Mackinac Bridge Authority (MBA) and CC VIII Operating, LLC, dba Charter Communications will provide for a limited license arrangement for various communications services on unused fiber optic cables owned by MBA. MBA has fiber optic cable facilities in the state of Michigan, specifically across the Mackinac Bridge. The Licensee is in the business of providing various communication services. This contract will be in effect from the date of award through December 31, 2008. This is a revenue contract; MBA will be paid \$46,667.
- Purpose/Business Case:** To provide for a limited license arrangement for various communications services on unused fiber optic cables owned by MBA.
Benefit: This is a revenue contract; MBA will be paid \$46,667.
Funding Source: N/A.
Commitment Level: N/A.
Risk Assessment: Not approving this contract would result in lost revenue to MBA.
Cost Reduction: N/A.
Selection: N/A.
New Project Identification: N/A.
Zip Code: 48909.
29. MULTI-MODAL - Section 5307 Program
Project Authorization (Z14) under Master Agreement (2002-0072) between MDOT and the Muskegon County Board of Commissioners will provide state matching funds in the form of toll credits for Muskegon County's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of bus support equipment and for preventive maintenance. The authorization will be in effect from November 3, 2005, through November 2, 2008. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$248,000. Toll credits in the amount of \$49,600 will be allocated as match for the bus support equipment and preventive maintenance line items. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$248,000.
- Purpose/Business Case:** To provide state matching funds in the form of toll credits for Muskegon County's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant.
Benefit: Increased public safety through improved transportation infrastructure.
Funding Source: FTA Funds - \$248,000.
Commitment Level: Authorization amount is based on cost estimates.
Risk Assessment: The risk of not approving this authorization is the loss of federal funds.
Cost Reduction: Grant amount is determined by FTA and is not negotiated.

*Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49444.

30. MULTI-MODAL - Time Extension

Amendatory Contract (2004-0032/A5) between MDOT and the Ann Arbor Transportation Authority (AATA) will extend the contract term by three months to provide sufficient time for AATA to complete work on the ridesharing software. AATA had originally planned to purchase the rideshare software but due to extensive adaptation needs determined that sharing use of the software with the Southeast Michigan Council of Governments (SEMCOG) was more cost effective. The additional time will allow AATA to work with SEMCOG to provide an upgrade to SEMCOG's rideshare program software in order to adapt it to meet AATA's needs. Work is expected to be completed by September 30, 2006. The original contract provides state matching funds for AATA's FY 2004 Rideshare Program grant. The revised contract term will be December 1, 2003, through September 30, 2006. The contract amount remains unchanged at \$142,800. Source of Funds: Federal Highway Administration Funds - \$100,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$42,800.

Purpose/Business Case: To provide for a three-month time extension to complete work on ridesharing software.

Benefit: Reduced traffic congestion, wear and tear on the transportation infrastructure, energy consumption, and vehicle emissions while making our roadways safer by reducing the number of vehicles using them.

Funding Source: Federal Highway Administration Funds - \$100,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$42,800.

Commitment Level: Contract amendment amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funding.

Cost Reduction: Grant amount is determined by MDOT based on cost estimates and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48104.

31. *MULTI-MODAL - Interagency Agreement

Retroactive Contract (2006-0279) between MDOT and the Michigan Department of Labor and Economic Growth (MDLEG) will transfer \$235,940 of FY 2006 funds from MDLEG to MDOT to fund transportation to work services in Genesee County. This program is an instrumental component of Michigan's welfare reform efforts. MDOT, MDLEG, and the Michigan Department of Human Services will each provide a portion of the match for the Flint Mass Transportation Authority's FY 2005 Federal Section 3037 Job Access and Reverse Commute grant. The contract will be in effect from October 1, 2005, through September 30, 2006. The contract amount will be \$235,940. This contract is retroactive as MDOT did not receive the contract documents from MDLEG until March 2006. Source of Funds: MDLEG Funds - \$235,940.

Purpose/Business Case: To provide MDLEG FY 2006 funding of \$235,940 for transportation to work services in Genesee County.

Benefit: Will provide funds for projects to transport welfare recipients and low income individuals to and from employment, job training, and child care.

Funding Source: MDLEG Funds - \$235,940.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this contract is that needed transportation service to jobs will not be provided.

Cost Reduction: Pass through grant from MDLEG, amount is not negotiated.

*Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: Continuation of transportation to work services from previous years.

Zip Code: 48503.

32. *MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (2003-0220/A1) between MDOT and the City of Holland will extend the contract term by seventeen years to provide sufficient time for condemnation proceedings to be completed and to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the land acquisition costs of parcels 32, 34, and E35 at the Tulip City Airport in Holland, Michigan. The revised contract term will be May 13, 2003, through May 12, 2023. The contract amount remains unchanged at \$1,111,111. Source of Funds: FAA Funds (via block grant) - \$1,000,000; City of Holland Funds - \$111,111.

Purpose/Business Case: To provide sufficient time for condemnation proceedings to be completed. The twenty-year term will comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years.

Benefit: Will allow the contract to remain open until the project is completed and final payment is made.

Funding Source: FAA Funds - \$1,000,000; City of Holland Funds - \$111,111; Contract Total - \$1,111,111.

Commitment Level: There is no increase in funding.

Risk Assessment: If the amendment is not awarded, the project cannot be completed as planned. The City of Holland would be responsible for the additional costs resulting from the condemnation proceedings. The city cannot afford the costs without federal participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for cost reductions.

Selection: N/A.

New Project Identification: This is a time extension of an existing project.

Zip Code: 49423.

33. *MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (2003-0221/A1) between MDOT and the City of Holland will extend the contract term by seventeen years to provide sufficient time for the condemnation proceedings to be completed and to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the land acquisition costs and attorney fees for parcels E33 and 36 at the Tulip City Airport in Holland, Michigan. The revised contract term will be May 13, 2003, through May 12, 2023. The contract amount remains unchanged at \$956,500. Source of Funds: FAA Funds (via block grant) - \$860,850; City of Holland Funds - \$95,650.

Purpose/Business Case: To provide sufficient time for condemnation proceedings to be completed. The twenty-year term will comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years.

Benefit: Will allow the contract to remain open until the project is completed and final payment is made.

Funding Source: FAA Funds - \$860,850; City of Holland Funds - \$95,650; Contract Total - \$956,500.

Commitment Level: There is no increase in funding.

Risk Assessment: If the amendment is not awarded, the project cannot be completed as planned. The City of Holland would be responsible for the additional costs resulting from the condemnation proceedings. The city cannot afford the costs without federal participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for cost reductions.

Selection: N/A.

New Project Identification: This is a time extension of an existing project.

Zip Code: 49423.

*Denotes a non-standard contract/amendment

34. ***MULTI-MODAL (Aeronautics) - Increase Amount**

Amendatory Contract (2004-0376/A1) between MDOT and the City of Niles will increase the contract amount by \$62,639 due to higher than anticipated costs associated with the construction of the snow removal equipment building and taxistreets. The original contract provides for the design and construction of a building to store snow removal equipment and taxistreets at the Jerry Tyler Memorial Airport in Niles, Michigan. The contract term remains unchanged, August 23, 2004, through August 22, 2024. The revised contract amount will be \$411,839. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$322,174	\$49,820	\$371,994
State Restricted Aeronautics Funds	\$ 13,512	\$11,253	\$ 24,765
City of Niles Funds	<u>\$ 13,514</u>	<u>\$ 1,566</u>	<u>\$ 15,080</u>
Total	<u>\$349,200</u>	<u>\$62,639</u>	<u>\$411,839</u>

Purpose/Business Case: To increase the contract amount by \$62,639 to cover higher than anticipated costs associated with the construction of the snow removal equipment building and taxistreets. The original costs were based on an estimate.

Benefit: Will provide the additional funding needed to complete the work and close the project.

Funding Source: Federal Aviation Administration Funds - \$371,994; State Restricted Aeronautics Funds - \$24,765; City of Niles Funds - \$15,080; Contract Total - \$411,839.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not awarding the amendment is the loss of federal funding for this project.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 49120.

35. ***MULTI-MODAL (Aeronautics) - Airport Layout Plan Update**

Contract (2006-0273) between MDOT, the City of West Branch, and the Ogemaw County Board of Commissioners will provide federal and state grant funds for the update of the airport layout plan (ALP) at the West Branch Community Airport in West Branch, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$30,500. Source of Funds: FAA Funds (via block grant) - \$24,400; State Restricted Aeronautics Funds - \$5,337; City of West Branch and Ogemaw County Funds - \$763.

Purpose/Business Case: To provide for the update of the ALP.

Benefit: Will meet current FAA standards and requirements.

Funding Source: FAA Funds (via block grant) - \$24,400; State Restricted Aeronautics Funds - \$5,337; City of West Branch and Ogemaw County Funds - \$763; Contract Total - \$30,500.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is for the update of an existing document.

Zip Code: 48661.

36. *MULTI-MODAL (Aeronautics) - Construction of Airport Improvements
Memorandum of Understanding (MOU) (2006-0275) between MDOT and the Michigan Department of Military and Veterans Affairs (MDMVA) will provide federal and state grant funds for the installation of medium intensity runway lights (MIRL), precision approach path indicators (PAPI), and runway end identifier lights (REIL) at the Grayling Army Airfield in Grayling, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The MOU will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. MDMVA will have from the date of award through three years to complete the project. The estimated project amount will be \$233,200. Source of Funds: FAA Funds (via block grant) - \$186,560; State Restricted Aeronautics Funds - \$40,810; MDMVA Funds - \$5,830.
- Purpose/Business Case:** To provide for the installation of MIRL, PAPI, and REIL.
Benefit: Will enhance the safety for airport users.
Funding Source: FAA Funds (via block grant) - \$186,560; State Restricted Aeronautics Funds - \$40,810; MDMVA Funds - \$5,830; MOU Total - \$233,200.
Commitment Level: The MOU is for a fixed cost.
Risk Assessment: If the MOU is not awarded, the project may not proceed as planned, as MDMVA cannot afford the cost without FAA and MDOT participation.
Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were four bidders.
Selection: N/A.
New Project Identification: This is for rehabilitation of an existing facility.
Zip Code: 49739.
37. MULTI-MODAL (Aeronautics) - Airport Layout Plan Update
Contract (2006-0282) between MDOT and Suburban Holdings, Inc., will provide state grant funds for the update of the airport layout plan (ALP) at the Toledo Suburban Airport in Lambertville, Michigan. The contract will be in effect from the date of award through three years. The estimated project amount will be \$43,000. Source of Funds: State Restricted Aeronautics Funds - \$38,700; Suburban Holdings, Inc., Funds - \$4,300.
- Purpose/Business Case:** To provide for the update of the ALP.
Benefit: Will meet current Federal Aviation Administration standards and requirements.
Funding Source: State Restricted Aeronautics Funds - \$38,700; Suburban Holdings, Inc., Funds - \$4,300; Contract Total - \$43,000.
Commitment Level: The contract is for a fixed cost.
Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without state participation.
Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.
Selection: N/A.
New Project Identification: This is for the update of an existing document.
Zip Code: 49267.

38. MULTI-MODAL (Aeronautics) - Design and Construction of Airport Improvements

Contract (2006-0286) between MDOT and the Delta County Board of Commissioners will provide federal and state grant funds for the update of the Exhibit A property map; the update of the airport layout plan (ALP); the rehabilitation of runway 9/27, including runway safety area (RSA) grading; the conduct of an environmental overview and/or evaluation; wetland mitigation (phase II) to obtain a conservation easement; and wetland delineation for property land release at the Delta County Airport in Escanaba, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,940,000. Source of Funds: FAA Funds - \$1,843,000; State Restricted Aeronautics Funds - \$48,500; Delta County Funds - \$48,500.

Purpose/Business Case: To provide for the update of the Exhibit A property map; the update of the ALP; the rehabilitation of runway 9/27, including RSA grading; the conduct of an environmental overview and/or evaluation; wetland mitigation (phase II) to obtain a conservation easement; and wetland delineation for property land release.

Benefit: The runway rehabilitation will provide for the upgrade of the facilities to FAA standards, while providing for safer and more reliable service to the passengers. The ALP will be updated to reflect the existing airport development and to analyze future facility needs at the airport. The update of the Exhibit A will illustrate the new airport property boundary. The environmental overview will be used to inventory all environmentally sensitive features of the airport as well as future project evaluations. A conservation easement is required for a previously mitigated area. Wetland delineation is required for the proposed land release of a 60-acre parcel.

Funding Source: FAA Funds - \$1,843,000; State Restricted Aeronautics Funds - \$48,500; Delta County Funds - \$48,500; Contract Total - \$1,940,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: The construction will be procured through federal procurement guidelines and awarded to the lowest bidder. The consultant contracts will be reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: The runway project is for rehabilitation and/or replacement. The engineering study is new work. The percentage of new work is 8%.

Zip Code: 49829.

39. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2005-0198/A2) between MDOT and Alfred Benesch & Company will extend the contract term by two months to provide sufficient time for the consultant to complete the project. The additional time is needed due to the township's two month delay in getting the aerial photography to the consultant. The original contract provides for the development of a comprehensive corridor access management plan for the M-58 corridor in Saginaw County. The revised contract term will be April 27, 2005, through July 31, 2006. The contract amount remains unchanged at \$33,995.52. Source of Funds: Federal Highway Administration Funds - \$27,196.41; State Restricted Trunkline Funds - \$6,799.11.

Purpose/Business Case: To provide for a time extension needed because of a delay by the township in delivering aerial photography of the corridor to the consultant.

Benefit: Will allow the project to receive 2005 aerial photography, which will be used in a comprehensive corridor access management plan for the M-58 corridor in Saginaw County.

Funding Source: Federal Highway Administration Funds - \$27,196.41 State Restricted Trunkline Funds - \$6,799.11

Commitment Level: This contract is based on actual costs.

Risk Assessment: If this extension is not approved, the project work cannot be completed.

Cost Reduction: Costs are on an actual cost basis not to exceed the contract maximum amount.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48601.

40. *TRANSPORTATION PLANNING – Revise Fixed Fee Amount, Increase Services and Amount
Amendatory Contract (2006-0045/A1) between MDOT and Wilbur Smith Associates, Inc., Michigan will revise the fixed fee amount due to the reallocation of costs for subconsultants, will increase the services to provide for additional public meetings and for the lease of an economic model from Regional Economic Model, Inc. (REMI), and will increase the contract amount by \$316,548. The additional services are needed to assess the economic impact of the seventeen regions encompassed by the project and to increase public participation throughout the state. The original contract provides for assistance in the development of MDOT's 2005-2030 State Long Range Plan (SLRP) process. The contract term remains unchanged, November 2, 2005, through September 30, 2007. The revised contract amount will be \$2,292,858. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To revise the fixed fee amount, increase the scope of services, and increase the contract amount by \$316,548.

Benefit: Will provide for additional public meetings throughout the state and the lease of an economic model from REMI.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not approving this amendment will jeopardize the economic analysis segment of this project and the overall validity of our current models and could result in inadequate public representation.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: Qualifications-based for original contract; N/A for amendment.

New Project Identification: This is not a new project.

Zip Code: 48909.

STATE PROJECTS

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
L.W. Lamb, Inc.	\$ 457,212.22	Same	1 **
E. C. Korneffel Co.	\$ 411,004.62	Same	WD
Anlaan Corporation	\$ 463,587.28	Same	2
J. Slagter & Son Construction Co.	\$ 468,386.20	Same	3
Midwest Bridge Company	\$ 477,972.25	Same	4
Davis Construction, Inc.	\$ 488,511.36	Same	5
C.A. Hull Co., Inc.	\$ 502,117.37	Same	6
Milbocker and Sons, Inc.			
Abhe & Svoboda, Inc.			
Walter Toebe Construction Co.			

7 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

79610A	Federal Highway Administration Funds	80.00	%
	State Restricted Trunkline Funds	20.00	%
85403A	Federal Highway Administration Funds	80.00	%
	State Restricted Trunkline Funds	20.00	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48858.

EXTRAS

42. **Extra 2006 - 49**

Control Section/Job Number: 25402-56225 Local Agency Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Six-S, Inc.
2210 Scott Lake Rd.
Waterford, MI 48328

Designed By: Wade Trim/Associates, Inc./Rowe, Inc.
Engineer's Estimate: \$6,637,206.00

Description of Project:

Road reconstruction and water main replacement on Pierson Road from Fleming Road to Horton Road in the city of Flint, Genesee County.

Administrative Board Approval Date:	August 3, 2004	
Contract Date:	September 27, 2004	
Original Contract Amount:	\$6,330,511.11	
Total of Overruns/Changes (Approved to Date):	458,106.27	+ 7.24%
Total of Extras/Adjustments (Approved to Date):	369,800.74	+ 5.84%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>19,907.60</u>	<u>+ 0.31%</u>
Revised Total	<u>\$7,178,325.72</u>	+ 13.39%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.08% over the original budget for an **Authorized to Date Amount** of \$7,158,418.12.

Approval of this extra will place the authorized status of the contract 13.39% or \$847,814.61 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-149	11	\$101,260.00	12/20/05

Contract Modification Number(s): 16, 19, 21 r.1

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 16

Traffic Signal Pole, Relocation	1.000 Ea @ \$4,416.30/Ea	<u>\$4,416.30</u>
Total		<u>\$4,416.30</u>

CM 19

Storm Sewer Repair Caused by Water Main Break	1.000 Ea @ \$2,843.00/Ea	<u>\$2,843.00</u>
Total		<u>\$2,843.00</u>

CM 21

Sewer, Rem, 24 inch to 48 inch	634.000 Ft @ \$19.95/Ft	<u>\$12,648.30</u>
Total		<u>\$12,648.30</u>

Grand Total

\$19,907.60

Reason(s) for Extra(s)/Adjustment(s):

CM 16

The traffic signal support pole at the northwest corner of Pierson Road and Saginaw Street was relocated and the traffic signals transferred due to the geometric upgrades that were necessary at this intersection. The support pole at its new location had begun to fail due to the weight of the traffic signals and the construction work adjacent to it. The local agency requested that Consumers Energy, owner of the pole, relocate the pole. Consumers Energy would not relocate the pole until payment had been received. In an effort to expedite the pole work, re-open the intersection, and maintain the project schedule, the contractor was given approval to pay the Consumers Energy invoice. The amount paid was the relocation invoice cost received by the City of Flint from the utility company. The extra cost for Traffic Signal Pole, Relocation was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable as it is based on an invoice from the utility company and charges are applied universally to all customers at predetermined rates based on labor, equipment, and material charges. The costs were also deemed reasonable when compared to similar costs billed on previous region projects.

CM 19

A water main break occurred at the northwest quadrant of the Fleming and Pierson Roads intersection. The break and corresponding repair caused damage to the newly placed storm sewer. The city requested that the contractor make repairs to the storm sewer, curb and gutter, and pavement. This extra work is 100 percent funded by the local agency. The extra cost for Storm Sewer Repair Caused by Water Main Break is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 21

An existing storm sewer was in conflict with the proposed roadway grade and new storm sewer. The existing storm sewer was not shown on the project plans, as it had been previously abandoned in place. The contractor was directed to remove the existing storm sewer and backfill with appropriate material. The extra cost for Sewer, Rem, 24 inch to 48 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on region projects.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras are recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; City of Flint, 18.15% (see above for specific pay item funding).

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48505.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of September 27, 2004.

Respectfully submitted,

Kirk T. Steudle
Director

Purpose/Business Case: This project is supported by two programs: MDOT's Bridge Preservation Program and the Capital Preventive Maintenance Program. MDOT's Bridge Preservation Program's goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. This Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition. The Capital Preventive Maintenance Program's intent is to preserve the structural integrity and extend the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that prioritize projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges. The treatments expected for this project will delay future deterioration and maintain, or improve, the functional condition of the system resulting in longer pavement surface life; delaying the need for more expensive rehabilitation, or reconstruction treatments.

Funding Source:

72614A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

84065A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Deterioration of the existing State trunkline bridges causing increased risk of injury/accidents to the motoring public. Increased vehicle and road construction maintenance.

Cost Reduction: Reduced roadway and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance and rehabilitation.

Zip Code: 48336.

- 0.32 mi of grading, drainage, hot mix asphalt paving, and lighting modifications at the I-69 Potterville rest area truck parking area, Eaton County.

13 Bidders

Benefit: The new parking lot will provide additional parking spaces. The new spaces will ease the demands of the maintenance staff requiring less clean up and stabilization of areas of the site that were not designed to handle the truck parking. Construction will take place this spring and summer. The facility will remain open during construction.

80903A

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Zip Code: 48876.

5. LETTING OF APRIL 07, 2006
 PROPOSAL 0604017
 PROJECT STUL 38082-74485
 LOCAL AGRMT. 06-5070
 START DATE - MAY 15, 2006
 COMPLETION DATE - 90 calendar days

ENG. EST.
 \$ 798,002.60

LOW BID
 \$ 707,809.07

% OVER/UNDER EST.
 -11.30 %

0.80 mi of road reconstruction, hot mix asphalt paving and
 curb and gutter on South Street from Francis Street to Brooklyn
 Road, Jackson County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Robert L. Johnson Construction	\$ 707,809.07	Same	1 **
Bailey Excavating, Inc.	\$ 709,495.35	Same	2
Dunigan Brothers, Inc.	\$ 745,698.73	Same	3
Michigan Paving & Materials Co.	\$ 747,590.30	Same	4
C & D Hughes, Inc.	\$ 766,024.45	Same	5
Nashville Construction Company	\$ 788,747.13	Same	6
Brady Sand & Gravel, Inc.	\$ 838,834.13	Same	7
Aggregate Industries-Central Region	\$ 974,250.92	Same	8
Mills Excavating			
Cadwell Brothers Construction			

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

74485A

Jackson County

18.90 %

Federal Highway Administration Funds

81.10 %

Selection: Low bid.

Zip Code: 49203.

- 0.71 mi of constructing left turn lanes, traffic signal and pedestrian upgrades on Broomfield Boulevard at East Campus Drive, Washington Street, West Campus Drive and main campus crosswalk for Central Michigan University, Isabella County.

5 Bidders
This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

Isabella County	20.00 %
Federal Highway Administration Funds	80.00 %

Zip Code: 48858.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of September 27, 2004.

Respectfully submitted,

Kirk T. Steudle
Director

SECOND SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: April 12, 2006 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: April 18, 2006 – Lake Ontario Room,
3rd Floor, Michigan Library and Historical Center, 11:00 AM

BID LETTING

LOCAL PROJECT

1. LETTING OF APRIL 07, 2006
PROPOSAL 0604071
PROJECT EDCF 82544-56171, ETC
LOCAL AGRMT. 06-5091
START DATE - 10 days after award
COMPLETION DATE - 120 working days

ENG. EST. \$ 7,858,852.00
LOW BID \$ 6,789,431.98
% OVER/UNDER EST. -13.61 %

0.85 mi of concrete pavement reconstruction and widening, including bridge replacement, drainage structures, sewer, guardrail and pavement markings on Seven Mile Road from Merriman Road to Middle Belt Road and 0.99 mi of concrete road reconstruction, including storm sewer improvements and pavement markings on Seven Mile Road from Farmington Road to Merriman Road, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 6,789,431.98	Same	1 **
Six-S, Inc.	\$ 6,800,398.08	Same	2
Angelo Iafrate Construction Company	\$ 6,998,078.80	Same	3
Peter A. Basile Sons, Inc.	\$ 7,029,219.69	Same	4
Tony Angelo Cement Construction Co.	\$ 7,125,751.10	Same	5
John Carlo, Inc.	\$ 7,237,127.78	Same	6
Florence Cement Company	\$ 8,037,182.60	Same	7
Ajax Paving Industries, Inc.	\$ 8,592,149.17	Same	8
Posen Construction, Inc.			
Walter Toebe Construction Co.			

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Funding Source:

56171A	
Wayne County	21.58 %
Federal Highway Administration Funds	78.42 %
59086A	
Wayne County	31.30 %
Federal Highway Administration Funds	68.70 %

Selection: Low bid.

Zip Code: 48152.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the item on this agenda.

The approval by the State Administrative Board of this contract does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contract described in this agenda and authorize the award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of September 27, 2004.

Respectfully submitted,

Kirk T. Steudle
Director